

CLASSIFICATION SECRET

COUNTRY East Germany REPORT

TOPIC Grossenhain Airfield 25X1

EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 28 June 1955 25X1

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS 25X1

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Grossenhain airfield between 4 and 17 May 1955:
 - 4 May. There was no air activity.
 - 5 May. Between 1000 and 1100, 7 MiG-15s or U-MiG-15s flew in wide circles over the field at irregular intervals.
 - 6 May. Between 0900 and 1605, 24 individual flights and 4 formation flights in elements of two and four were made. 25X1
 - 7 to 9 May. There was no air activity.
 - 10 May. At 0830 and 1030, 1 Li-2 each crossed over the field. No landing of the aircraft was observed. Between 1020 and 1400, MiG-15s or U-MiG-15s made individual flights and flights in elements of two.
 - 11 May. There was no air activity. A total of 28 MiG-15s or U-MiG-15s were counted at the field including 8 in front of the hangar with cupola and 20 at the southern part of the north-south runway. 25X1
 - 12 to 17 May. There was no air activity and no aircraft were parked at the field. 1
2. On 11 May, the radio installations near the AA gun emplacement had been removed. Between 1240 and 1600 the same day, the Token type radar set on Spittelberg was in operation. Except for the Token-type radar set on Spittelberg all radio and radar installation including the installation near Folbern had been removed. The wooden temporary buildings were still seen at their previous locations. 2
3. On 17 May, the AA gun emplacement was still occupied by 6 AA guns. Three additional guns were seen in front of the large garage southwest of the hangar with cupola. 3
4. On 15 May, 4 temporary construction buildings and large amounts of sand, paving-stones, broken stones and chippings were seen in the northwestern corner of the field. Two railroad cars with lumber were being unloaded at the end of the spur track. A new entrance to the field had been established in line with the repair hangar. A signboard with the inscription "Meldestelle Bau-Union Dresden" (reporting office Bauunion Dresden) was seen at the new entrance. These observations appeared to confirm rumors according to which a new runway was to be constructed at the field. The new runway was, allegedly, to be completed by Christmas 1955. On 17 May, it was observed that a large temporary building had been erected at the previous dispersal area of the aircraft flight. 1

FLASH (10)

SECRET

2

25X1

5. For the first time on 8 May, sizeable loading operations were observed at the spur track of the field. A train of approximately 30 freight cars which were occupied by troops wearing black-bordered blue epaulets and loaded with 30 tank trucks were seen. A similar train had allegedly departed in the early morning. On 9 and 10 May, a total of 3 trains of 50 cars each left the field. It was learned that all trains were dispatched to Brandis. Further trains were allegedly to be dispatched from Grossenhain to Brandis. The relief train with crane stationed at Grossenhain railroad station was used for loading operations. Between 11 and 17 May, there was no air activity. After 12 May, no aircraft were seen parked at the field.¹
6. Truck [] was daily parked in front of the komendatura in Grossenhain. 25X1
1. [] Comment. Until 10 May, air activity observed at Grossenhain airfield was normal. The transfer of the two fighter regiments from Grossenhain to Brandis started on 8 May. [] 25X1
This transfer was necessitated by the beginning of construction work at Grossenhain airfield. MiG-15 [] is reported for the first time; 25X1
[] was last observed at Justerbog on 4 January 1955. The observation 25X1
of 30 tank trucks being loaded on 8 May indicates that approximately 15 25X1
tank trucks are assigned to each regiment.
2. [] Comment. The dismantling of movable radio and radar installations is common in connection with a transfer. 25X1
3. [] Comment. The transfer of the AAA was not reported. 25X1
4. [] Comment. So far, construction at Soviet airfields was usually carried out by VEB Ing Tiefbau Brandenburg and Bauunion Sued at Dresden. The employment of Bauunion Dresden for airfield construction is reported for the first time. The construction material observed indicates construction work on the runway. It is not clear whether the runway is scheduled to be enlarged or improved. 25X1

SECRET